

7. Inspect the wheels and replace them if they are damaged. Refer to the *Tires and Wheels* in this chapter.

8. Install the front wheel by reversing these removal steps, plus the following:

- Install the wheel nuts (**Figure 2**) with their curved side facing toward the wheel. First install the wheel nuts finger-tight and make sure the wheel sits squarely against the front hub.
- Lower the ATV so both front wheels are on the ground.

- Tighten the wheel nuts in a crossing pattern to a torque of 64 N•m (47 ft.-lb.).
- Support the ATV again so both front wheels are off the ground.
- Rotate the wheels and then apply the front brake. Repeat this step several times to make sure each wheel rotates freely and that its brake is working properly.

## TIRES AND WHEELS

The TRX350 is equipped with tubeless, low pressure tires designed specifically for off-road use. Rapid tire wear will occur if the ATV is ridden on paved surfaces.

### Tire Changing

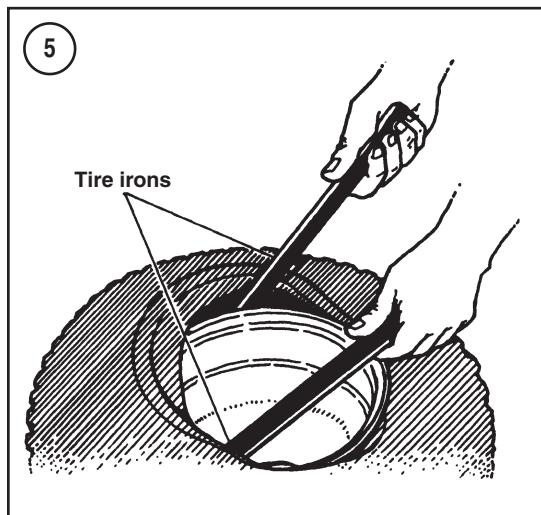
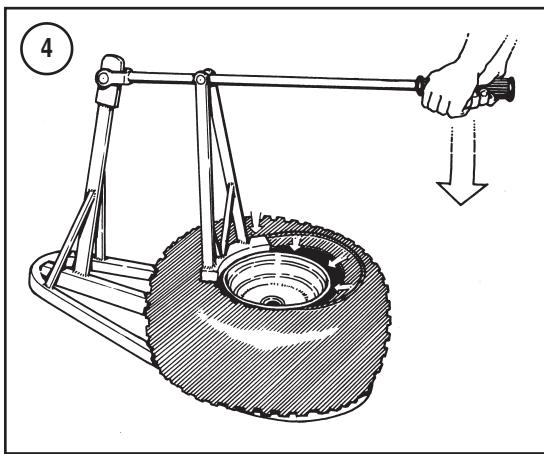
A bead breaker tool, tire irons and rim protectors are required to change a tire. K & L Supply Co. (1-800-727-6767) offers a heavy-duty tire breakdown removal tool (**Figure 3**) that is available through motorcycle dealerships.

#### CAUTION

*If the tire is difficult to remove or install using the proper tools, do not take a chance on damaging the tire or rim sealing surface. Take the tire and rim to a dealership and have them service the tire.*

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- Remove the valve stem cap and core, and deflate the tire. Do not reinstall the core at this time.
- Lubricate the tire bead and rim flanges with a rubber tire lubricant. Press the tire sidewall/bead down to allow the lubricant to run into and around the bead area. Also apply lubricant to the area where the bead breaker arm will contact the tire sidewall.
- Position the wheel in the bead breaker tool (**Figure 4**).
- Slowly work the bead breaker tool, making sure the tool arm seats against the inside of the rim, and break the tire bead away from the rim.
- Apply hand pressure against the tire on either side of the tool to break the rest of the bead free from the rim.
- If the rest of the tire bead cannot be broken loose, raise the tool, rotate the tire/rim assembly and repeat Steps 4 and 5 until the entire bead is broken loose from the rim.



- Turn the wheel over and repeat the preceding steps to break the opposite side loose.

**CAUTION**

*When using tire irons in the following steps, work carefully so the tire or rim sealing surfaces are not damaged. Damage to these areas may cause an air leak and require replacement of the tire or rim.*

- Lubricate the tire beads and rim flanges as described in Step 2. Pry the bead over the rim with two tire irons (**Figure 5**). Take small bites with the tire irons. Place rim protectors between the tire irons and the rim.
- When the upper tire bead is free, lift the second bead up into the center rim well and remove it as described in Step 8.

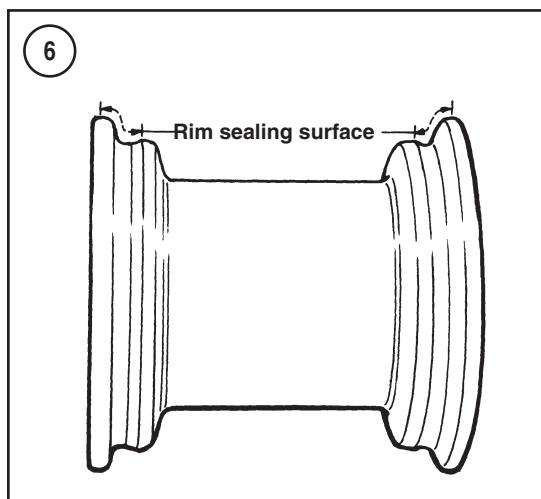
- Clean and dry the rim.
- Inspect the sealing surface on both sides of the rim (**Figure 6**). If the rim is bent, it may leak air.

- Replace the air valve as follows:
  - Support the rim and pull the valve stem out of the rim. Discard the valve stem.
  - Lubricate the new valve stem with a tire lubricant.
  - Pull a new valve stem into the rim, from the inside out, until it snaps into place.

**NOTE**

*Special tools are available for installing this type of valve stem.*

- Inspect the tire for cuts, tears, abrasions or any other defects.



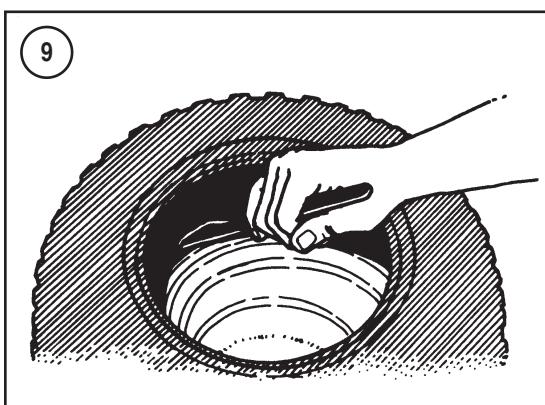
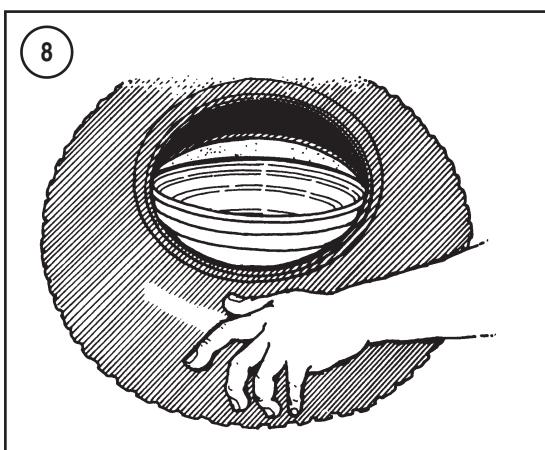
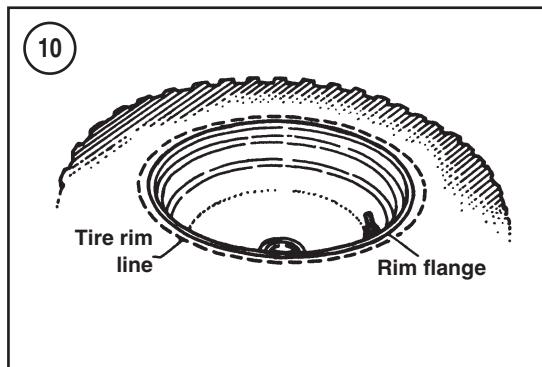
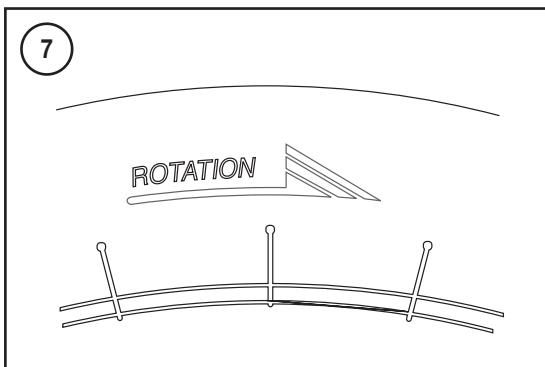
- Clean the tire and rim of any lubricant used during removal.

**WARNING**

*When mounting the tire, use only clean water as a tire lubricant. Other lubricants may leave a slippery residue on the tire that would allow the tire to slip on the rim, causing a loss of air pressure.*

**NOTE**

*The tire tread pattern on the original equipment tires is directional. Position the tire on the rim so the rotation arrow on the tire sidewall (**Figure 7**) faces in the correct direction of wheel rotation.*



**NOTE**  
If the tire is difficult to install, place the tire outside in the sun (or in the trunk of a car). The higher temperatures will soften the tire and help with installation.

15. Install the tire onto the rim starting with the side opposite the valve stem. Push the first bead over the

rim flange. Force the bead into the center of the rim to help installation (**Figure 8**).

16. Install the rest of the bead with tire irons (**Figure 9**).

17. Repeat the preceding steps to install the second bead onto the rim.

18. Install the valve stem core, if necessary.

19. Apply water to the tire bead and inflate the tire to seat the tire onto the rim. Make sure the rim lines on both sides of the tire are parallel with the rim flanges as shown in **Figure 10**. If the rim flanges are not parallel, deflate the tire and break the bead. Then lubricate the tire with water again and re-inflate the tire.

20. When the tire is properly seated, remove the air valve (**Figure 11**) to deflate the tire and wait 1 hour before putting the tire into service. After 1 hour, inflate the tire to the operating pressure listed in **Table 4**.

21. Check for air leaks and install the valve cap.

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### Cold Patch Repair

Use the manufacturer's instructions for the tire repair kit. If there are no instructions, use the following procedure.

1. Remove the tire as described in this chapter.

2. Prior to removing the object that punctured the tire, mark the puncture location with chalk or crayon. Remove the object.

3. Working on the inside of the tire, roughen the area around the hole larger than the patch (**Figure 12**). Use the cap from the tire repair kit or a pocket knife. Do not scrape too vigorously or additional damage may occur.

4. Clean the area with a non-flammable solvent. Do not use an oil based solvent as it will leave a residue rendering the patch useless.

5. Apply a small amount of special cement to the puncture and spread it evenly.
6. Allow the cement to dry until it is tacky; usually 30 seconds is sufficient.
7. Remove the backing from the patch.

**CAUTION**

*Do not touch the newly exposed rubber or the patch will not stick firmly.*

8. Center the patch over the hole. Hold the patch firmly in place for about 30 seconds to allow the cement to dry. Use a roller, if available, to press the patch into place (**Figure 13**).
9. Dust the area with talcum powder.

### FRONT HUB/BRAKE DRUM (TWO-WHEEL DRIVE)

Refer to **Figure 14**.

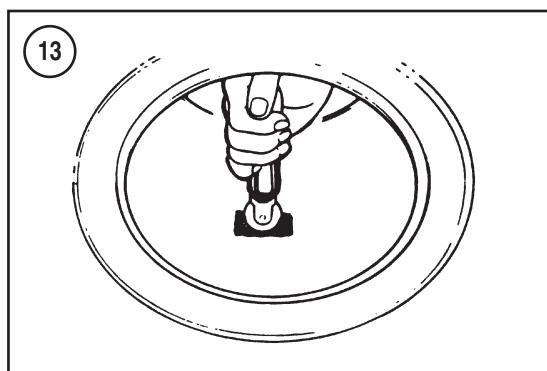
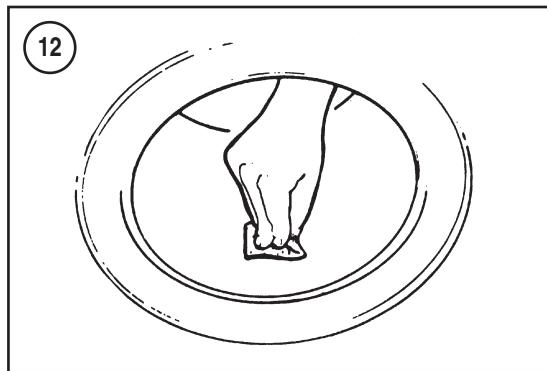
#### Removal/Installation

1. Remove the front wheel as described in this chapter.

**WARNING**

*Do not inhale brake dust. It may contain asbestos, which can cause lung injury and cancer.*

2. Remove the cotter pin and axle nut (**Figure 15**, typical) securing the front hub/brake drum assembly. Remove the front hub/brake drum.
3. Remove the outer spacer (A, **Figure 16**, typical).
4. Remove the seal (B, **Figure 16**, typical).
5. Turn the inner and outer bearings. Both bearing races should turn freely and without any sign of roughness, catching or excessive noise. Replace damaged bearings as follows:
  - a. Insert a drift into one side of the hub. Push the inner spacer over to one side and place the drift on the inner race of the outer bearing. Tap the bearing out of the hub, working around the perimeter of the inner race.
  - b. Remove the inner spacer, then tap out the remaining bearing.
  - c. Clean the inside of the hub.
  - d. Drive in a new inner bearing (brake drum side) so the marked side of the bearing is out. Drive in the bearing until it is seated.



- e. Install the inner spacer.
- f. Drive in a new outer bearing so the marked side of the bearing is out. Drive in the bearing until it is seated.
6. Install a new seal (B, **Figure 16**, typical). Apply a light coat of grease to the seal lips.
7. Install the outer spacer (A, **Figure 16**, typical).
8. Inspect the O-ring on the axle spindle (**Figure 17**) and replace it if it is damaged. Apply grease to the O-ring.

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